

DHEW contract numbered HSM-42-72-179 which would identify individuals who are the subjects of the research conducted under such contract.

Dated: December 13, 1972.

MORRIS E. CHAFETZ,
Director, National Institute on
Alcohol Abuse and Alcoholism.

BERTRAM S. BROWN,
Director, National Institute
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[FR Doc.72-21965 Filed 12-21-72;8:45 am]

Office of Education

EDUCATIONAL PROGRAMS FOR MIGRATORY CHILDREN

Notice of Establishment of Closing Date for Receipt of Applications for Program Grants

The Elementary and Secondary Education Act of 1965, title I, section 141(c) (1), as amended, 20 U.S.C. 241e(c) (1), authorizes the Commissioner of Education to approve applications from State Education Agencies for grants to establish or improve programs of education for migratory children of migratory agricultural workers.

Notice is hereby given that applications for grants under this program, which are to be funded from appropriations for fiscal year 1973, must be received by the U.S. Office of Education no later than January 31, 1973. Application forms as well as further information may be obtained from the ESEA Title I Migrant Programs Branch, Division of Compensatory Education, Bureau of Elementary and Secondary Education, Washington, D.C. 20202.

(1) (c) 1972 O.S.N. 02)

Dated: December 15, 1972.

JOHN R. OTTINA,
Acting U.S. Commissioner
of Education.

[FR Doc.72-22025 Filed 12-21-72;8:46 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration INTERIM STANDARD MICROWAVE LANDING SYSTEM

Invitation for Comments on Policy Statement

The national DOT/DOD/NASA program for the development of a microwave landing system (MLS) to eventually replace the VHF/UHF ILS is proceeding on schedule. The FAA looks forward to successful completion of this program and implementation of an improved low approach landing capability toward the end of the decade. It is recognized, however, that new requirements for low approach service are evolving which should not remain unfulfilled while awaiting the advent of the new system.

It is therefore the intention of the FAA to encourage the continued installation of VHF/UHF ILS systems wherever it is technically feasible and economically justifiable. At those sites that present difficult installation problems, flexible siting criteria will be applied to ensure both lateral and vertical guidance with the lowest possible minimums at the lowest cost. It is also the intention of the FAA to select an interim standard microwave landing system which can be used at locations where a VHF/UHF ILS will not perform in an effective manner, or where the needs for low approach service would be better served by the use of the interim standard MLS. For any particular location, full consideration will be given to the nature of the operational requirement and to the economics of the situation, including the cost of airborne avionics equipment.

The interim standard MLS selected by the FAA will serve as an adjunct to the existing system, necessary to fulfill some immediate aviation growth needs during a transition period. A standard performance specification will be prepared upon which to base the selection of the interim standard MLS. Full consideration will be given to numerous systems which have been developed through industry initiative. The FAA will also assess performance requirements, economic aspects, avionics procurement methods and other factors associated with system selection. Through appropriate rulemaking action, the FAA will propose that this interim standard MLS, competitively selected in accordance with the specification, be the only system eligible for ADAP funding and be considered a public use facility. This interim standard MLS will also be eligible for F. & E. funding.

By direction of the FAA Administrator, an interim standard MLS working group, cochaired by the Director, Quiet Short-Haul Air Transportation System Office, and Chief, Program Management Staff, Office of the Associate Administrator for Operations, is charged with implementing this policy and preparing the performance specification.

In order to ensure that the system selected will meet the broadest spectrum of user requirements in the most efficient and economic manner, each user and potential user of the interim standard MLS is requested to comment on the operational, technical, and economic aspects involved. Please address all comments to the Interim Standard MLS Working Group, Attention: Mr. D. Sheftel, AQS-1, or Mr. L. Parrish, AOP-4, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

Issued in Washington, D.C., on December 12, 1972.

J. H. SHAFFER,
Administrator.

[FR Doc.72-21980 Filed 12-21-72;8:46 am]

Federal Railroad Administration [FRA E.O. 2]

CERTAIN UTLX TANK CARS

Emergency Order Prohibiting Use

FRA investigation revealed that certain tank cars built to DOT specification 112A400W have a structural inadequacy which results in tank shell cracking and possible leakage of hazardous lading. These cars are used to transport highly flammable liquefied petroleum gases of the same class of material involved in the Laurel, Miss., Crescent City, Ill., Houston, Tex., and East St. Louis, Ill., accidents.

The shells of these tank cars are susceptible to cracking and failure in the bolster area. Cracks in pressure vessels are serious. As a result of the forces of train action and classification, cracks may develop and cause leaks in these pressure tank cars. Product leakage may ignite and since these cars usually operate in groups, a fire resulting from a leak in one car could cause "explosion" of adjacent cars due to massive fire impingement on their shells. In such an event, there would be a substantial danger to railroad employees and the general public since the adjoining tank cars or parts thereof may be hurled hundreds of feet when ruptured.

I have thoroughly reviewed and carefully considered this matter. I therefore conclude that our inspections and investigation show that the tank cars listed below are in unsafe condition and thereby create an emergency situation involving a hazard of death or injury to persons affected by the use of such equipment. Therefore, pursuant to authority contained in section 203 of the Federal Railroad Safety Act of 1970 (45 U.S.C. section 423) delegated to me under section 1.49(n) of the Regulations of the Secretary of Transportation (49 CFR 1.49(n)), I hereby issue this order prohibiting further use of the cars listed below by any railroad effective 12:01 a.m. on December 21, 1972:

UTLX 83035-83124.
UTLX 83267-83339.
UTLX 83341-83449.

An opportunity for review of this order shall be provided in accordance with section 554 of title 5 of the United States Code.

A civil penalty of not less than \$250 nor more than \$2,500 will be assessed for each violation of this order and each day of such violation will constitute a separate offense (45 U.S.C. section 438).

Issued in Washington, D.C., on December 20, 1972.

JOHN W. INGRAM,
Administrator.

[FR Doc.72-22135 Filed 12-21-72;8:47 am]